

SITE PLAN

CITY DOCK MASTER PLAN – PRELIMINARY DRAFT – JULY 26, 2012



- Special CDAC Meeting
- September 13, 2012

OUTLINE

1. Context and Feedback
2. Intersection Options
 - Option 1: Roundabout
 - Option 2: T-Intersection
 - Option 3: Big Circle
3. CDAC Discussion: Intersection
4. Preliminary Parking Strategy
5. CDAC Discussion: Parking Strategy
6. Next Steps

Est. 1890's







1970





FEEDBACK

1. Open Space
2. Pedestrian Experience
3. Parking

1. OPEN SPACE

People want more continuous, useable, dedicated civic open space

Now open space comprises 1.4 acres or 8.4% of study area (Susan Campbell Park, Playground, Old Rec. Center Grounds, Hopkins Plaza)

-
- Public /civic square at Market House
 - More space at end of Ego Alley
 - Promenade along water's edge
 - Susan Campbell Park

2. PEDESTRIAN EXPERIENCE

People want a higher quality pedestrian experience with less cars and more space for walking

Now cars dominate. Parking and streets comprise 9.3 acres or 55%. Walkways comprise 9%.

-
- Less congestion
 - Wider Sidewalks
 - Paths that connect open spaces
 - Shade
 - Safe crosswalks
 - Continuous pedestrian path along water

3. PARKING

Many people want less parked cars on City Dock. Some want no change.

Now only 1,000 cars park on City Dock during an entire typical Saturday because of poor management – this blocks out customer parking

-
- Better use of Hillman Garage
 - Better Way Finding
 - Free Circulator
 - Pricing to favor customer parking on street/on city dock

INTERSECTION OPTIONS

WHY CHANGE?

- Create open space
- Improve pedestrian experience
- Address congestion

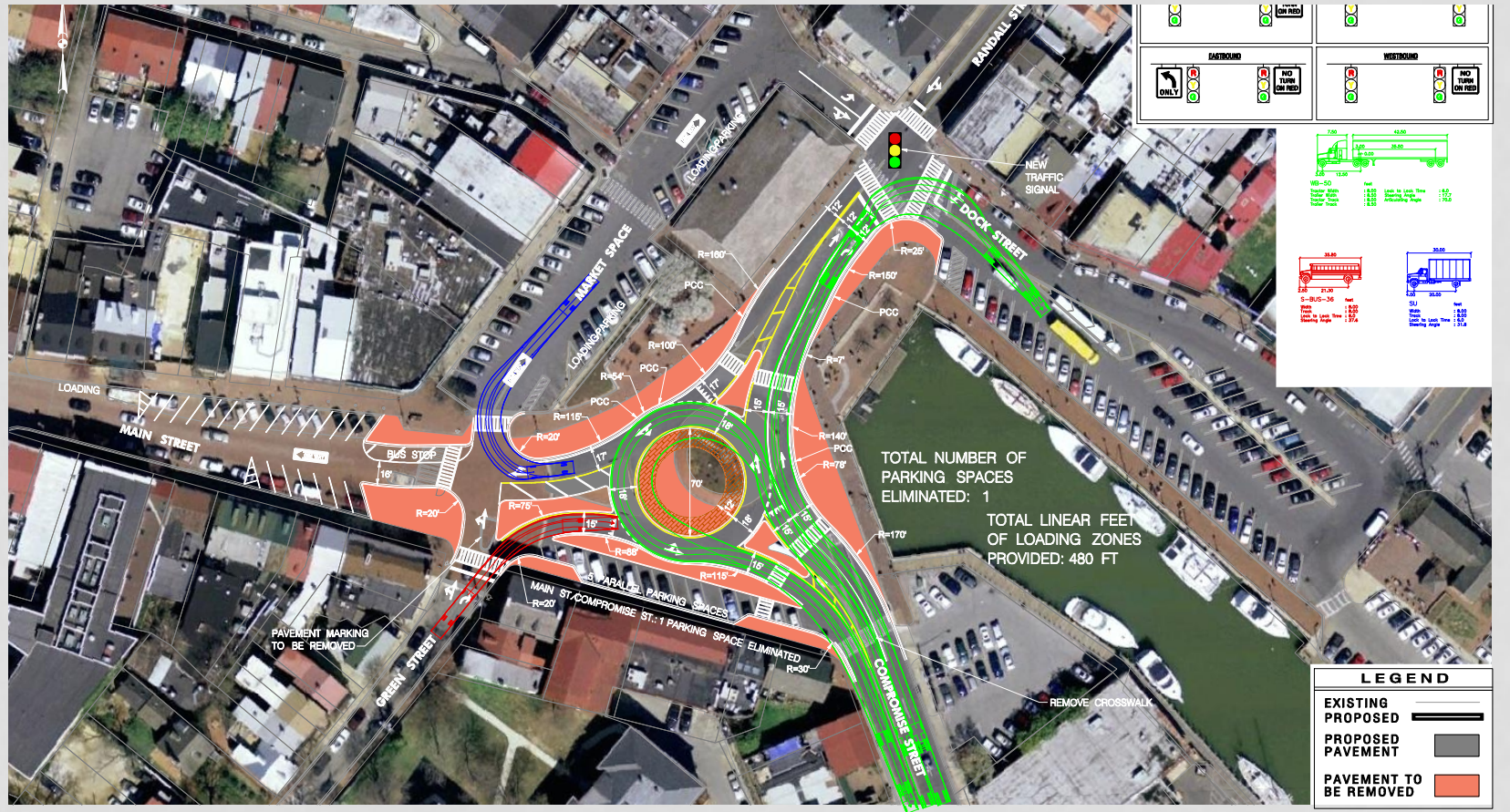
- **OPTIONS**

1. Roundabout – Modifying the current one
2. T-Intersection – A new context – sensitive T
3. Big Circle – A new traffic circle

Or – do Nothing

ROUNDAABOUT

HOW IT WORKS



Modified Roundabout



Modified Roundabout



Modified Roundabout



ROUNDABOUT

HOW IT STACKS UP

Open Space

Allows more space on water side and along Hopkins Plaza

Pedestrian Experience

Pedestrians are channelized into crossing locations
Walkers compete for space with cars and trucks
Does not relieve congestion problem

ROUNDAABOUT

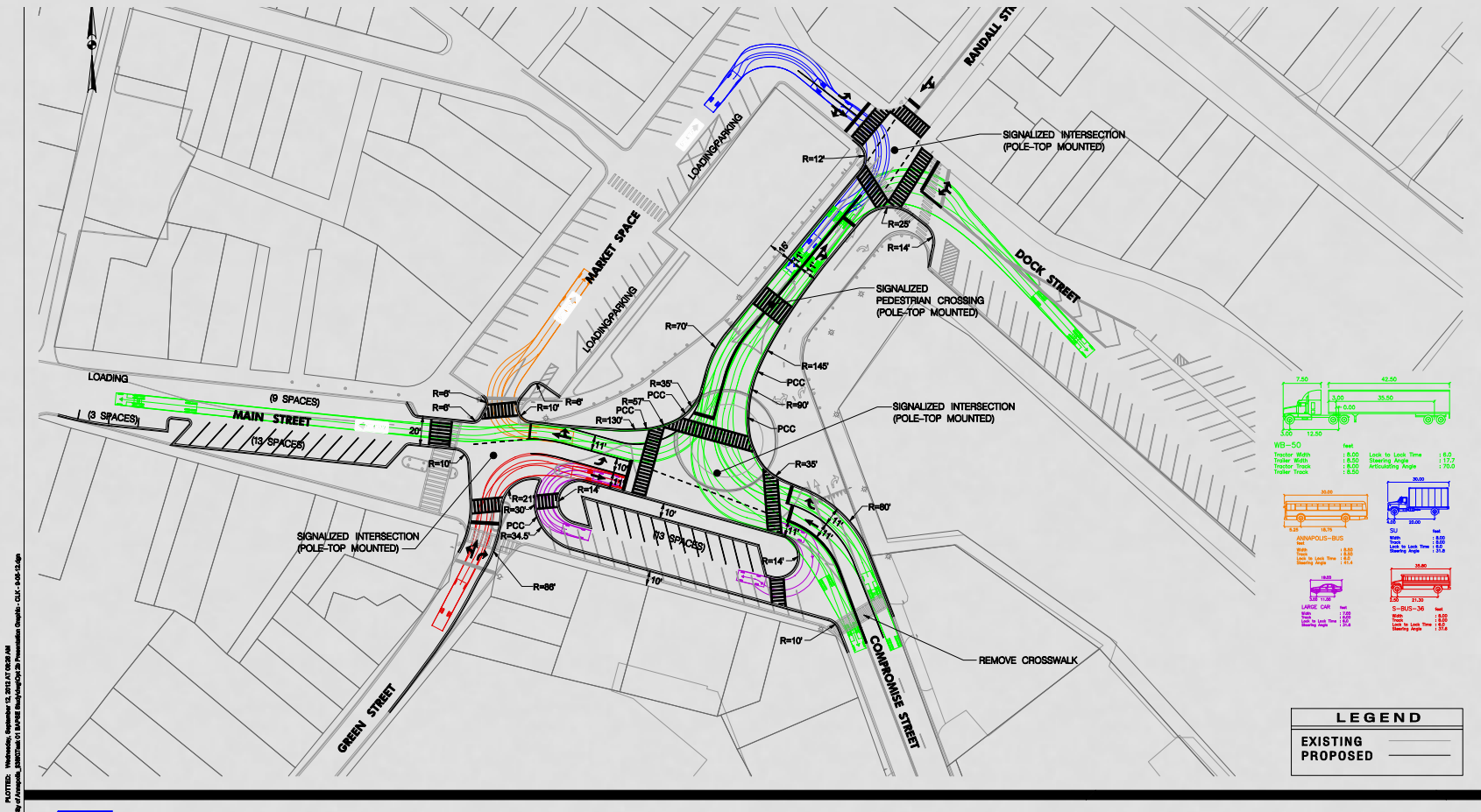
HOW IT STACKS UP

Parking

9 spaces removed at Mills, 5 spaces remain
Adds spaces on 100 block of Main

T - INTERSECTION

HOW IT WORKS



T - INTERSECTION

HOW IT FITS



T - INTERSECTION

HOW IT FITS



T - INTERSECTION

HOW IT FITS





T-Intersection



T-Intersection



T-INTERSECTION

HOW IT STACKS UP

- **Open Space**
 - Creates square in front of market house
 - Creates large space at end of Ego Alley
- **Pedestrian Experience**
 - Widens sidewalks at Mills and Market House
 - Allows direct pathways for pedestrians
 - Reduces conflicts– cars stop and people go.
 - Eliminates bunching at key intersections

T-INTERSECTION

HOW IT STACKS UP

Parking

- 1 space removed, 13 spaces are retained
- Adds spaces on 100 block of Main

Big Plaza/ Roundabout



Big Plaza/ Roundabout



Big Plaza/ Roundabout



BIG CIRCLE

HOW IT STACKS UP

Open Space

- Creates large open space
- Some new open space possible on water side

Pedestrian Experience

- Pedestrians cross through open space
- Reduced conflicts– cars stop and people go
- With 2-lanes around circle, may feel closed in by circulating traffic

BIG CIRCLE

HOW IT STACKS UP

Parking

Likely removes parking at Mills – needs more study

Removes parking on Market Place

CONCLUSION

- People want **an improved pedestrian experience** with **more and better open spaces**.
- **The T- intersection successfully achieves this.**
- Because the T – intersection manages the conflict between cars and pedestrians, it improves operations over current conditions.

DISCUSSION

OTHER VIEWS

T-Intersection



T-Intersection

